

Connections

July 2006

New Eminent Domain Legislation Has Impact on MoDOT

by Bob Brendel

The eminent domain reform that passed during the last session of the Missouri General Assembly may not have been aimed at MoDOT, but the new law is already affecting MoDOT's ability to deliver projects within budget.



The aerial view of Route 60/63 southeast of Willow Springs shown here is an example in which MoDOT used eminent domain to complete a major highway construction project.

HB1944 was designed to bar eminent domain from being used solely for economic development. It also implements a number of pro-landowner measures. For instance, the new law will require that those who have their homes taken by a condemning authority will receive 25 percent more than the home's value. Under a heritage-value provision, homes, farms or businesses that have been in the same extended family for at least 50 years will automatically receive an additional 50 percent of the land's value.

Payments under the new law, which

would take affect after Dec. 31, 2006, are required only if condemnation is used. As a result, MoDOT already has to consider the affects of the new law in its negotiations.

For example, in acquiring right of way for the new I-64 project in St. Louis, negotiations are currently under way for an apartment building that has a \$6 million market value. However, there is a good possibility the building has been owned by the same family for over 50 years. Under the new heritage provision, the settlement offer for the property would increase 50 percent above the fair market value, adding \$3 million for a total settlement of \$9 million.

"Our job is to deliver these projects on time and within budget," said Terry Sampson, right of way director at Central Office.

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What is Eminent Domain?

Webster's defines eminent domain as "the right of a government to take, or to authorize the taking of, private property for public use, just compensation being given to the owner."

The eminent domain legislation recently passed by the Missouri General Assembly is in large part a response to a 2005 U.S. Supreme Court decision. In *Kelo v. City of New London* (Conn.), the court ruled that private property can be taken through eminent domain for use by private developers. However, states can act to restrict eminent domain by narrowing the definition of "public use" or by granting property owners more rights than the federal Constitution.

Agreement Inked to Increase Diversity on I-64 Project

by Linda Wilson and Kristi Jamison

MoDOT is committed to employing a workforce that reflects the state's diversity. Recently, we took an important step toward increasing the diversity of the workers on transportation construction projects across the state.

In February, MoDOT hired Julie Cunningham, president of the Conference of Minority Transportation Officials (COMTO), to facilitate discussions with partners in St. Louis about workforce diversity related to transportation construction projects. Together the group identified its concerns and established a plan for increased workforce diversity. Representatives from several local groups came to the table including the two contractor teams competing for the I-64 project, local construction and trade unions and community-based organizations including Metropolitan Congregations United, MOKAN, Pride, the St. Louis

Agency on Training and Employment and many others.

The talks concluded successfully in May, when all parties signed a partnering agreement in St. Louis pledging to work together towards a workforce utilization plan for The New I-64 project. The plan focuses on training and employing minority, female and economically disadvantaged individuals on the I-64 project.

"It is a new day for MoDOT, the community and the heavy highway construction industry. We hope this workforce utilization process will become a model for other states," said Lester Woods, MoDOT external civil rights administrator. "Growing the workforce is a complicated task that cannot be solved by one entity. With everyone working together and doing our individual roles in this process, we will see

more trained minority and female workers."

The agreement aims to use a portion of the I-64 project dollars as an incentive for the I-64 contractor, who will be selected by the end of the year, to hire diverse individuals to work on the project. It also establishes an advisory committee that will recom-

mend training and employment programs to receive funding from MoDOT.

Below: COMTO President Julie Cunningham signs the I-64 partnering agreement as COMTO local President Kevin Potter (left) watches along with MoDOT staff Lesley Hoffarth, Lester Woods and Ed Hassinger.



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Times Are A-Changin’: MoDOT Will Expand Business Hours

It is no surprise that the most successful businesses and organizations are those who most effectively serve and satisfy their customers. Here at MoDOT we are constantly looking for new ways to please our customers.

“The department’s latest effort to improve customer service is aimed at expanding the hours our services are available,” said Don Hillis, director of System Management. “By realigning the time our offices are open to what many consider standard business hours, we will be even more accessible to our customers.”

Most offices are only open from 7:30 a.m. to 4 p.m.; expanding those hours in the morning and afternoon would allow more citizens to contact us directly.

“We exist to provide a service to the public, and every employee plays an important role in making the customer’s experience with MoDOT a pleasurable one,” Hillis said. “By adapting our business hours, we can meet the majority of our customers on their terms, rather than requiring them to adjust to ours.”

Management is committed to implement expanded hours, but is currently working out all the details of how best to accomplish this goal.

Motor Carrier Services in Jefferson City will be the first division to adopt the change in business hours, starting in July. (See sidebar.)

Another part of this effort will be to provide customers with a live voice 24/7 on our 888-ASK-MODOT line. That way our customers will always be able to reach someone right away with their suggestions, complaints or incidents to report. This change will most likely be accomplished by routing after-hours calls to our centers in St. Louis and Kansas City. District 9 will soon participate in a pilot program to route their after-hours calls to St. Louis to help determine how to best implement this change.

Other appropriate functions in the districts and Central Office divisions will also be considered within the next 12 months. Look for more information as it becomes available.

Outdoor Advertising Arrives on the Web

by Matt Hiebert

While MoDOT will always build bridges and highways, the department’s role in government goes beyond those duties. A lot of people don’t know it, but MoDOT is also in charge of keeping roadsides looking good ... and we’re not just talking trash.

MoDOT also plays somewhat of a regulatory role to keep our roadways “clean” by making sure billboard content stays below an “R” rating and junkyards are kept at a low profile.

According to Gregory Wood, MoDOT’s outdoor advertising manager, the role of his group is to administer control of Missouri’s Outdoor Advertising. This includes oversight of the ODA rules and regulations set in place by the federal government. Excluding exempt and unlawfully placed signs, ODA staff inspects approximately 10,000 structures each year. The dedicated staff works with local businesses, communities and the outdoor advertising industry to ensure Missouri exhibits effective control.

“We proactively develop and promote innovative practices that are fair and consistent for controlling inappropriate billboard content, billboards and junkyards,” Wood says. “We continually seek out opportunities to share information about the federal program to the public.”

One convenient way ODA is communicating with the public is through their new web site at www.modot.org/business/Outdoor_Advertising.

After going live in May 2005, the site offered business owners a convenient source for permits, applications, legislation and manuals.

“It’s a convenient place for the public, billboard owners and junkyard operators to get started and ensure they’re in compliance with the law,” Wood said.

Visitors interested in billboard content can find and download transfer applications, permit applications, vegetation cut applications, location diagrams, and the Billboards in Missouri manual. People wanting information on junkyards can find the official manual on the subject and a licensing application.

“Prior to the inclusion of the information on MoDOT’s website, individuals had to call or write to us requesting information and then we would mail it to them,” Wood said. “Now they simply navigate online to obtain the information. If there are additional questions, we have email links that allow them to contact a specialist directly.”

Visitors can learn more about the benefits and review process of the program on the ODA web site.



Motor Carrier Services Expands Hours Beginning July 17

by DeAnne Bonnot

It’s 4:48 p.m. and you really need to talk to Motor Carrier Services. Will anyone be there to pick up the phone?

Yes, there will be, as of July 17.

MCS will be open for business from 7 a.m. to 5 p.m. Monday through Friday to more closely match its customers’ business needs.

Does that mean that all work ends at 5 p.m.? No, overdimension/overweight permits received by 5 p.m. will be processed before workers head home and agents will handle all the calls and walk-in customers that arrive by closing time.

Though the doors lock and agents go home, MCS never really closes because its 24-hour online system accepts ODOT permit applications, fuel tax

and registration transactions and escrow balance inquiries anytime.

So what happens with the overnight business?

“All of the overnight ODOT permit requests and other transactions need to be processed before we open our doors to new business, so several agents will arrive at 6 a.m. to focus solely on ‘clearing the decks,’” said Jan Skouby, MCS director. “Adaptability is key.

“With input from MCS agents, we’ve taken advantage of flex-time options to be more available to customers. We appreciate the assistance of other business units such as IS and CCO who provide support outside ‘regular’ MoDOT hours.”

MoDOT Marks Completion of Guard Cable Installation on I-70

MoDOT Director Pete Rahn held a news conference June 12 to mark the completion of median guard cable installation on the I-70 corridor. The final stretch of this median barrier was installed in Cooper County near the city of Blackwater, bringing to total 179 miles of median guard cable along I-70.

“One of our most critical goals is to reduce the number of fatalities on

Missouri roads,” Rahn said. “Median guard cables have virtually eliminated crossover crashes on I-70, and have saved lives.”

Now that I-70 median guard cable is complete, MoDOT will continue installation on the entire I-44 corridor and on I-29 between Kansas City and St. Joseph.



From left to right: Lou Holtmann, director of Citizens for Safe Medians, joined MoDOT Director Pete Rahn and System Management Director Don Hillis to mark the completion of median guard cable installation as promised along the I-70 corridor.

Eminent Domain

Continued from page 1

Sampson is concerned that the changes in the law could cause the number of cases going to condemnation to increase. “We’ve worked hard in recent years to reduce the number of times when we use eminent domain, and it has fallen from nearly 15 percent down to around 8 percent.”

The new law also builds project notice and other timeframes into the condemnation process that could mean project delays of four months or more to MoDOT in addition to cost overruns. That could have an adverse impact on large corridor projects under development – like Route 67, Route 60, Route 36, Route 50, Route 54 and Route 5.

“We’re going to have to take a different view of right of way,” says MoDOT

Chief Engineer Kevin Keith, who observed that the cost of right of way is actually growing faster than the cost of projects. “We’ll be looking to take as little right of way as possible to get the project built.”

Doing so, he says, will also mean that MoDOT’s environmental analysis will apply to a smaller area, which will lessen the impact to the public. It would also be more conducive to the practical design philosophy that now guides the design and construction of MoDOT projects.

In the meantime, MoDOT will be monitoring eminent domain reform to uncover the long-term effect it will have on our bottom line and to ensure that our negotiations are consistent with the new law.

Safety Partners Introduce Crash That Could Save Your Life

Traffic crashes usually mean injuries and sometimes death, but a new machine that simulates a traffic crash may be the best way to save some Missourians because it convinces them to wear their seat belts.

The new machine, called a “Seat Belt Convincer,” actually helps convince riders to wear their seat belts in their vehicles by simulating how it would feel to be in a traffic crash. The soon-to-be crash victims are strapped into a cart on the convincer with a seat belt and shoulder harness and propelled down a ramp before being brought to an abrupt stop.

“Wearing your safety belt can mean the difference between life and death in a car crash,” said LeAnna Depue, executive director of the Missouri Coalition for Roadway Safety. “We want to save

lives, and this is one way Missourians can see firsthand how well seat belts protect them in a crash. We’d rather



Missouri State Highway Patrol troopers are using the seat belt convincer, which simulates a crash with one goal in mind: to encourage riders to buckle up and Arrive Alive.

have them experience it this way than the alternative.”

The Missouri Coalition for Roadway Safety, working with the Missouri Safety Center at Central Missouri State University, purchased nine of the convincers from Kansas State University, where they were manufactured. Missouri State Highway Patrol troopers will use the convincers in public demon-

strations across the state to encourage riders to use their seat belts.

“We hope these simulators will have an impact on Missourians and encourage them to wear their safety belts,” Depue said. “Missouri’s safety belt use rate is consistently lower than the national average, which is costing lives.”

Safety belts can reduce fatalities to front-seat occupants by 45 percent, according to a report conducted by the U.S. Department of Transportation. Just an 11 percent increase in safety belt use would save 90 lives in Missouri each year.

“It’s really very simple,” Depue said. “Wearing your safety belt can save your life, and if these convincers help us get through to a few people out there, then they’ve done their job. Buckle up and Arrive Alive.”

Unit That Audits Motor Carrier Operators Transfers to MoDOT

by Kristi Jamison

Motor carrier operators make a living by traveling from city to city, state to state and sometimes from state to a Canadian province. Being on the road used to be a lot more complicated because carriers had to purchase license plates and pay varied fuel taxes in each jurisdiction in which they traveled.

It’s been easier in the past several years because the International Fuel Tax Agreement allows motor carriers to obtain a single fuel license and decals in Missouri, which are honored by all member states and Canadian provinces. The carriers then pay quarterly fuel taxes according to the gallons of fuel they purchase and the miles they’ve traveled within each jurisdiction.

Likewise, the International Registration Plan allows the motor carrier to purchase a single license plate in Missouri, or another state, which is honored by all jurisdictions where the carrier operates. Missouri distributes the license plate fees to other states and provinces on a prorated basis depending on the number of miles traveled in each.

But just like the IRS verifies information on tax returns, there is a special unit that performs audit functions to verify the IFTA tax returns, miles driven and IRP registration applications that motor carriers submit to Motor Carrier Services.

These individuals were transferred from the Department of Revenue to MoDOT’s Audits and Investigations

Unit on June 16. The addition of eleven IFTA/IRP auditors has nearly doubled AI’s audit staff, but they are located in various district and project offices statewide. The auditors travel to various motor carrier companies throughout the state to perform audits.

“We look forward to this new challenge and are working hard to ensure a smooth transition,” says Bill Rogers, director of Audits and Investigations.

Jan Skouby, director of Motor Carrier Services agrees. “We welcome the IFTA/IRP auditors to MoDOT. Having them in-house really complements existing processes and makes us more efficient. As a result, Missouri’s motor carriers win.”

Law Will Allow Tolls On New St. Louis Bridge

by Jeff Briggs

Legislation passed this year allows an innovative funding approach for the proposed Mississippi River crossing in downtown St. Louis – a private company that would build the bridge and get its investment back by charging tolls.

Specifically, this legislation allows for a public-private partnership between the Highways and Transportation Commission and a private company to finance, build, maintain, and operate the new bridge. The law allows this financing only for this specific project. While MoDOT would own the bridge jointly with Illinois, the private partner would build, maintain, and operate the bridge through a long-term lease agreement.

The current Poplar Street Bridge in St. Louis, which handles most of the traffic between Illinois and St. Louis, experiences 90 minutes of rush-hour congestion a day and the average delay is 10 minutes. By 2020 rush-hour congestion is expected to double to 3 hours, with the average delay increasing to 55 minutes, if no new highway capacity is added.



MoDOT Communications Projects Receive National Recognition

by Kristi Jamison

While there is always plenty of hype each year surrounding the Academy Awards, there has also been a lot of excitement brewing in Community Relations over the past month about the



NAGC Executive Director Michael Sheward presented Dianna Kidwell, Kansas City Scout communications director, with two awards.

“Oscars” of government communications – the National Association of Government Communicators awards. And there was plenty to be excited about as some of our very own staff were honored with these awards at the end of May.

The NAGC awards specifically honor the best in communications either produced by government communicators or for government agencies. Four communications projects, produced wholly or in part by MoDOT employees, received the prestigious Blue Pencil and Gold Screen Awards at the NAGC’s annual conference in Baltimore on May 25:

- 2005 Missouri State of Transportation Address – Second Place, Indi-

vidual Speechwriting (Pete Rahn, director; Shane Peck, community relations director; Jeff Briggs, community relations coordinator)

- Kansas City Scout – Tackling Traffic Brochure – First Place, Brochures/Booklets (Dianna Kidwell, KC Scout communications director)
- 2005 St. Louis Highway Construction Guide – Award of Excellence, Brochures/Booklets (Linda Wilson, community relations manager; Chris Sutton, senior community relations specialist)
- Kansas City Scout – Getting You There Video – Award of Excellence, Public Relations (Dianna Kidwell)

Express To Success

CRLs Help Ensure Proper Business Alignment

by Matt Hiebert

Alignment.

If any single word could describe the goal of Express to Success that would be it, according to Mike Miller, MoDOT Information Systems director.

“The business of MoDOT is to deliver and maintain Missouri’s transportation system,” Miller said. “Everything we do must align to serve that goal. We in IS are here to provide the electronic tools so that others can better deliver and maintain that system.”



From left to right: CRLs Rita Fester, Cathy Trigg, and Norma Schulte keep MoDOT on the cutting edge of technology.

To provide this support, the IS department must keep a close eye on advancements in the transportation industry as well as the technological world. Miller says it’s like trying to hit a moving target with a bow and arrow.

“How do you hit a moving target?” Miller asked. “You get the target in view, site the bow to lead it, then you shoot.”

Miller noted that the rapid changes in transportation and technology mean

they can never lose sight of that target. They have to be on the frontline of the transportation industry and know what their MoDOT partners need to meet their goals.

That’s where the customer relations liaisons come in. The three positions serve as the link between IS and the rest of MoDOT.

“They are our eyes, ears and feet on the ground with our partners,” Miller said. “The CRLs (pronounced ‘Curls’) aren’t passively waiting for our partners to tell them about their technological needs. They’re out there to help us keep an eye on the target and stay ahead of it.”

Within the Express to Success structure, the CRLs will work directly with other MoDOT units to make sure IS is providing the right tools at the best value. They will serve as advisors and tech counselors. They will be the doorway for high-end technology requests.

“We believe it’s necessary to have these folks in these positions to stay aligned with MoDOT business. They’re the ones that help us hit the moving target,” Miller said. “The final target for Express to Success is to make sure MoDOT is using its limited resources wisely.

“It is necessary that we not only make ourselves agile and ready to deliver in a prompt manner, but that we make wise decisions on each item that comes into our view,” Miller said. “We want to do what’s best for MoDOT with the limited resources we have.”

Highway Patrol Celebrates 75th Anniversary

During the Roaring Twenties in Missouri, a soaring number of arson cases, the need to enforce prohibition and other laws, and even improvements to the state’s roadways were all cited as reasons for the state to seek better law enforcement. It would eventually become official when Governor Henry S. Caulfield signed Senate Bill 36 on April 24, 1931, establishing the Missouri State Highway Patrol.

“This year the Missouri State Highway Patrol is celebrating 75 years of serving and protecting the citizens of Missouri and those who travel through our great state,” said Colonel Roger D. Stottlemyre, superintendent of the Patrol. “When the patrol was formed in 1931, a statement was made by then-Missouri Attorney General Stratton Shartel that the state had no more important duty than to protect life and property. Missouri’s Highway Patrol has proudly

performed that duty from day one, and is prepared to provide excellence in law enforcement into the future.”



Staff from the Highway Department (now MoDOT) was instrumental in

helping the governor’s office process prospective applicants for the patrol and in researching other state police organizations for ideas on how to organize and equip the new Missouri Patrol.

Our partnership has remained strong over the years. In 1942, the Patrol assumed the operation of Missouri’s weigh stations from the Highway Department. Today, MoDOT and the Patrol work together to promote safety measures to the public and ensure commercial vehicles traveling through the state comply with safety laws.

Show-Me Solutions: Missourians Helping Missourians

Missourians are known for always giving a helping hand to their neighbors in need, and now there is a statewide initiative that recognizes the wonderful work being done in our communities. Show-Me Solutions highlights private and charitable organizations that have identified a need in their community and worked to create a solution that improves the lives of others. The ultimate goal of the program is to make Missourians aware of these efforts and encourage their participation in the charitable organizations that are accomplishing these goals.

MoDOT has recommended three worthy organizations for a Show-Me Solutions spotlight in the future, if selected. Those organizations include the SAFE KIDS coalitions in both St. Louis and Springfield, a not-for-profit organization that aims to prevent accidental childhood injuries; and Mothers Against Drunk Driving, a nationwide not-for-profit organization dedicated to preventing drunk driving and its social causes.

If there is an organization you believe should be nominated, contact Community Relations at 573-751-2840.

July Service Anniversaries

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35 Years		David E. Woodside	CO	Douglas R. Kleffner	D5
David C. Mann	D8	Michael R. Kratzer	CO	Elmer J. Amos	D6
Pamela R. Otto	CO	Robert J. Massman	CO	Janice L. Binger	D6
30 Years		15 Years		Gary J. Wessel	D6
William D. Iddings	D1	Deborah E. Gregory	D1	Dale R. Daniels	D7
Clifford D. Palmer	D2	Larry D. Leathers	D2	Leslie A. Jones	D7
Ernest D. Hammon	D6	Tammy K. Meneely	D2	Jessie C. Fulton	D10
25 Years		Carl D. Pennington	D2	5 Years	
Randall R. Freeman	D4	Keith E. Long	D3	Howard L. Bailey	D1
Charles D. Potter	D4	Kevin G. McGartland	D3	Karla Rene’ Kawk	D1
James P. Sanders	CO	Eric D. Deschamp	D4	Jerry L. Anderson	D2
20 Years		Brian N. Kidwell	D4	David L. Harris	D2
Merlin R. Hagan	D1	Mark A. Smith	D4	Ryan M. Brown	D4
Lewis C. Smith	D1	Michael D. Schillers	D5	Dennis Calton	D4
Roy E. Forbes	D2	Benjamin E. Anderson	D6	Nathan M. Juliana	D4
Todd E. Greenstreet	D2	David D. White	D6	Alfred R. Payton	D4
William J. Griffin	D2	Linda S. Wilson	D6	James D. Reavis	D4
April A. Fohey	D3	Teddy J. Earls	D8	Michelle L. Neuner	D5
Carol J. Davenport	D5	Linda D. Klaproth	D10	Jennifer L. Becker	D6
Duane S. Huyser	D5	Peggy Covington	CO	Christopher L. Smith	D6
Alvin L. Wolfe	D5	10 Years		David M. Teson	D6
Thomas G. McCloskey	D6	Steven J. Frank	D1	Lewis E. Gerbitz	D7
Stanley L. Hicks	D7	James D. Hahn	D1	Tara D. Schooley	D7
William D. Leiber	D7	Joyce M. Reynolds	D1	Joe D. Lakins	D8
Larry E. Myers	D7	Samuel R. Stockdall	D2	Benjamin C. Meredith	D9
Beth E. Spain	D7	Joseph B. McNeill	D3	Michael R. Holloway	CO
Lonnie M. Stockton	D7	Steven R. Elrick	D4	Donielle M. Lawson	CO
Roy D. Umstattd	D7	Randy K. Skaggs	D4	Billy J. Rogers	CO
Leo Cologna	D8	Pedro Chaidez	D5	Marla K. Thomas	CO
Jackie D. Jenkins	D10	Charles D. Gordon	D5	Rebecca J. Geyer	CO
		Shannon L. Haslag	D5	Greg P. Clarkston	CO

May Retirements

Name	Location	Years of Service
Gleason Bailey	D2	42
George Burre	D5	21
Keith Cates	D10	30
Kenneth Eggeman	D8	28
Larry Gregory	D5	27
Bill Hammond	D7	22
Theodore Netzer	D8	32
Jeffrey Richards	D9	29
Rita Schwartze	CO	34
John Walton	D6	25
Don Zeigenbein	CO	29

In Memoriam

<i>Active employees</i>		
John A. Curtis	D3	May 10
<i>Retirees</i>		
Albert B. Newton	D7	May 9
Isaiah A. Bradley	D2	May 13
Joseph J. Steehn	D4	May 19
Mayo C. Votaw	D6	May 20
William “Bill” C. Rothgeb	D9	May 29
Edward M. Johnson	D4	May 29

Oops! In the last issue, service anniversaries were actually for June and retirements were for April.



Central Office

Youth on TRAC for a Career in Transportation

A lot of emphasis is being placed today on how Missouri should better educate and prepare our students for careers in math, science, engineering and technology. But did you know that MoDOT volunteers are already playing an important role in generating interest in these types of vocations?

Known simply as Transportation and Civil Engineering program, MoDOT volunteers and local schools are working together to introduce students to engineers and other transportation professionals who use math and science principles to build and maintain our nation's transportation systems. Under the guidance of a teacher and the assis-

tance of TRAC volunteers, students use science and math principles to solve real-world problems. This educational program is sponsored nationwide by the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA).

One component of Missouri's TRAC program is its annual TRAC Summer Camp. The camp will take place July 25-28 on the Lincoln University campus. The three-day camp is designed to introduce incoming 8th, 9th, and 10th grade students to the exciting field of civil engineering. Students will be housed on campus and participate in

activities related to bridge design and testing, mathematics, and city planning. This year's camp participants will also tour and participate in hands-on activities at the University of Missouri-Columbia's Civil Engineering Department. There are a limited number of slots available and the selection of successful applicants is based on the conference application and essay.

If you are interested in helping with the school program or the summer camp,

new TRAC volunteers are needed to assist with planning and facilitating activities for the 2006-2007 school year. Activities range from building bridges with elementary school children to facilitating a math competition during the annual TRAC summer camp. For more information, contact David Williams, Equal Opportunity Division, at 573-751-1409 or David.Williams@modot.mo.gov.



Lab Technician Treasa Porter teaches TRAC students about different mix designs and molding methods in the bituminous laboratory at the central lab.

MCS Earns Bridges to Diversity Certificate

MoDOT will value diversity because we believe in the power of our differences. In accordance, special recognition is given to the unit that best exemplifies the value of diversity through its hiring, promotion and operating practices.

Motor Carrier Services recently earned the first MoDOT Bridges to Diversity certificate. MCS is proud to receive this recognition and will continue to learn from others' experiences.

Honors for MCS Online System

by DeAnne Bonnot

Jan Skouby, Motor Carrier Services director, accepted a Laureate Medal on behalf of MoDOT at the Computer-world Honors Gala Awards Evening in Washington, D.C. The award recognizes the MCS 24-hour online system as an exceptional use of information technology.

Established in 1988, the Computer-world Honors Program brings together the chairmen and CEOs of the world's foremost information technology companies to recognize those whose use of information technology has been especially noteworthy for originality of its conception, breadth of its vision, and significant benefit to society.

"MCS is pleased to receive the award," said Jan Skouby, MCS director. "We thank all the motor carrier professionals who served as advisors on the project and all who continue to offer opinions and suggestions for ongoing improvements."



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New Sign Program Enhances Safety at Regional Airports

by Rachel Van Tuyl

Two 5,000-foot runways that cross, along with a large complex taxiway system, can lead to plenty of confusion for pilots when no airfield signage is provided. This was the case at Malden Regional Airport when Jason Knipp, the airport safety inspector in MoDOT's Aviation Section, suggested the airport participate in a new MoDOT program that would provide airfield signage for the airport.

"We knew from the start that it was something we desperately needed," said Barbara Crayne, manager of Malden Regional Airport.

Malden Regional Airport is a large, old military airport located in Malden, Mo. Knipp said it was selected for the program because of the complexity of the airfield. MoDOT supplied the airport with 26 new holding position and directional signs.

"The signs are non-lighted, reflective signs that were manufactured by MoDOT's sign shop and meet all the required Federal Aviation Administration (FAA) specifications," Knipp said. "They have increased the operational safety of the airfield by giving pilots better situational awareness."

Crayne agrees that the signs, which were installed last October, have been a great help in alleviating confusion.

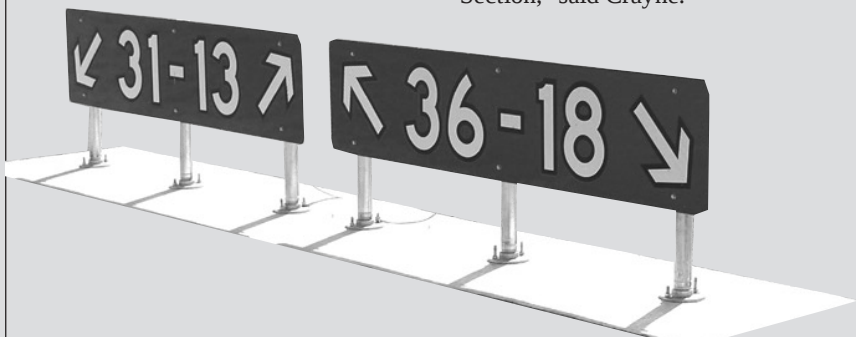
"The signs have been a tremendous asset," said Crayne. "The pilots have been very appreciative."

Malden is the largest airfield signage project the MoDOT Aviation Section has undertaken. However, signs are beginning to be installed at other Missouri airports including Chillicothe Municipal Airport and Perryville Municipal Airport. The program is open to any airport with a complex operating environment, as determined by MoDOT's Aviation Section.

MoDOT's Aviation Section provides airports with the signs and the components for assembling them. The airport is responsible for constructing the concrete pads to which the signs are attached. The signage program is funded through Missouri's State Aviation Trust Fund.

Malden Regional Airport is now working with MoDOT's Aviation Section on other programs to improve its airfield safety. Crayne said she has been pleased with all of MoDOT's help.

"There are some excellent programs coming through MoDOT's Aviation Section," said Crayne.



D1

Northwest

A Day In the Life

by Holly Murphy

In previous issues of *Connections* we have featured one public relations event after another. Recently, a group of individuals at Clearmont brought it to our attention that we should try to give people an idea of what it is really like to work in a small rural building where every day is a challenge. Just having the equipment and the resources to get even a small job done can be a challenge that may seem insurmountable.

Friday, June 2

It's a regular work day in Nodaway County, and there's a ditching operation to be done. Sounds simple, right? A



The Skidmore and Clearmont crew members work together to patch a hole on a bridge approach in Nodaway County.



Senior Crew Worker Bill Gallagher works to complete a ditching operation on Route PP in Nodaway County.

6 | local landowner had called in several weeks ago with concerns after heavy rains because the water was cutting through his field. Long before the work can ever begin, Ed Montgomery, local maintenance supervisor at Clearmont, begins coordinating with another local building supervisor to help provide manpower for this operation. Ed's four-person crew will need the assistance of another crew to perform this work. He also needs to reserve the backhoe from an area regional building. As luck would have it, everything comes together and the Skidmore crew joins the Clearmont crew. Now there are a

total of nine workers and two backhoes. It's time to go to work on a very rural Nodaway County Route PP.

7:30 a.m.

The crew heads out to the area, and gets the flaggers in place. They close the road to one-way traffic because the backhoes will be on one lane, as well as the trucks that will be hauling.

8 a.m.

The trucks are backed up to the backhoes and they begin dipping out the ditch and filling the trucks. The black dirt being taken from the ditch is go-

ing to be hauled back to the Skidmore building for use in other projects. The trucks are using a county route to get to Skidmore, which is the quickest way, until a local farmer starts giving them dirty looks. He and others are trying to load cattle, but the big orange state trucks are giving the cattle a little scare, making them scatter back to the pasture they had just come from. So, to accommodate the farmers, the drivers begin taking the 11-mile route back to town over the state routes instead.

11:30 a.m.

The crew pulls the equipment off the road, and breaks for lunch under a nice shade tree. Two of the drivers, who were enroute back to town, decide to take lunch there too.

Some had prepared to be back at the building for lunch, so unfortunately their microwavable Ramen noodles go uneaten and they go without lunch. The crew talks about what they have planned for the weekend. Maintenance specialist Mike Logan, a 29-year MoDOT veteran, quickly reports he is heading to the Cardinals ball game in St. Louis. Crew Worker Matt Johnson says he will be riding in some upcoming rodeos, which quickly sets off rounds of guessing what bone he will break next!

12 p.m.

Time to get the flaggers and equipment back on the road. The backhoes are quickly put back in place and the process starts over.

1:40 p.m.

Ed Montgomery receives a customer concern on an area bridge approach which has developed a hole. He radios to the crew that the call has come in.

He asks the drivers who are already on their way to town to load some mix and shovels and meet him back at the bridge. What this means is that the entire ditching operation is shut down. It will take five people to fix the bridge (two flaggers, and three others) and that leaves nobody left to haul.

2 p.m.

The backhoes are pulled off the road, the flaggers are put in place and everyone else meets at the bridge several miles away from Route PP. The crew works quickly together to smooth out the patch on the approach, while the flaggers give a heads up as a semi-trailer truck edges slowly by on the narrow two-lane bridge.

2:10 p.m.

As the crew works to finish the patching, they know the ditching on Route PP will not be finished today. They know a couple workers have to help out with a project Monday at a nearby regional building. If they have enough manpower between the two buildings, they plan to continue the work on Route PP. If everything goes as planned - and it often doesn't - they can get the job done in one more day.

To sum it all up

What I witnessed on that Friday in a few short hours was that when it comes to getting the job done, whatever it it may be, our crews do it. They don't complain about getting pulled off one job to go to another, that is a reality of working in a small building in a rural area. So no matter how impossible the task may seem, our crews always do the best they can with what they are given.



Twenty-nine year MoDOT veteran, Mike Logan is a maintenance specialist at Clearmont.

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D2

North Central

Milestones Reached on Two Major Projects

Motorists traveling on Route 36 and Route 63 in north central Missouri saw big changes to the four-lane projects on these roadways as traffic was shifted to the new lanes for the first time.

These traffic shifts will allow the contractor to begin the next phase of both projects, which is the resurfacing of the existing lanes.

The Route 36 four-lane project includes eight miles of new lanes from the Linn County line to just east of New Cam-

bria, including a new interchange at New Cambria and an 8-inch concrete overlay on the existing lanes. The project is scheduled to be open to traffic on all four lanes by the end of the year.

The Route 63 four-lane project includes 10.6 miles of new lanes from Moberly to Jacksonville, including an interchange at Business Route 63 north of Moberly and resurfacing the existing lanes. The project is scheduled for completion in September of this year.



Working with Communities to Find Practical Solutions

Three public meetings were held this spring to discuss projects scheduled for construction in 2007.

The first discussed a proposed project to construct a new bridge on Route 127 in Bucklin. When bids for this project were opened last February, all were considered excessive and the project was not awarded. This sent D2 back to the drawing board to take a second look at the project using the practical design philosophy.

District Engineer Dan Niec proposed to local residents closing the bridge for eight weeks and replacing only the bridge deck. This proposal would significantly reduce costs while addressing the needs of the community.

Although residents appreciated the fact MoDOT is looking for opportunities to save money on every project we build, many voiced concerns about the eight-week closure.

D2 is working with the city to route traffic in Bucklin while replacing the bridge deck.

A second meeting involved a bridge replacement on Route 5 in Chariton County and realignment to straighten a section of roadway. During the meeting, the option of eliminating the realignment to reduce costs was discussed with local citizens.

Senator Bill Stouffer and Representative Therese Sander, along with other local officials and citizens, attended the meeting. Both Stouffer and Sander commended MoDOT for its commitment to reducing costs, but requested we consider keeping the realignment in the project. Most of the local citizens also felt straightening the alignment was as important as replacing the bridge.

D2 is partnering with the county and other local citizens in a cost share agreement to retain the realignment in the project while continuing to reduce project costs. Some ideas being considered are right of way donations by property owners and cost sharing with the county on issues such as utility relocation.

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Safety Check

Information System's Computer Technician Damon LaFaver doesn't only know how to run a safety check on your computer to scan for viruses, worms and bugs; he can also run a safety check on your child's car seat to see if your little one is strapped in properly while traveling in the back seat of your car or mini van.



LaFaver gives a demonstration at the KTVO Children's Health and Safety Expo.

When the National SAFE Kids organization requested volunteers for a program certifying individuals to check and install child safety seats, this computer guy thought it sounded like an interesting project and a chance to help children.

Damon was sent to a four-day intense lecture and hands-on training at the Maryland Heights Fire Department in St. Louis. Each day the students practiced their skills to check and install the seats. To become certified Damon also had to pass a 100 question written exam and a proficiency test. On the last day of training, a child safety seat event was held at the fire station allowing the students to get their first actual seat check experience.

Since becoming certified, Damon has checked and installed seats for individ-

uals who have stopped by the district office. He has also hit the road attending Safety Fairs and Expos around the district and assisted the Scotland County Health Department with a safety check event there as well.

"One of the most rewarding aspects is knowing that every time a seat is checked or installed, the child in that

seat will be safer as they travel," said LaFaver. "The challenge is getting the adults to make sure the children are in the safety seats and that the seats are properly installed. A lot of parents are not aware of all the steps necessary to make sure their child is properly restrained. It can virtually mean the difference between life and death if they are involved in an auto accident."

Grants to purchase new safety seats for individuals in need have been obtained through SAFE Kids and the Missouri Foundation for Health. Also, MoDOT's North Central Coalition for Roadway Safety recently ordered 280 seats to be distributed to our 14 county health departments.

If you are interested in becoming a volunteer, contact Pam Hoelscher 573-751-5413 or pam.hoelscher@modot.mo.gov.



Director Pete Rahn and District Engineer Dan Niec visit with Representative Kathy Chinn at Brookfield.

The final meeting discussed two separate projects. First, improvements at Route 36 and Business Route 36 in Brookfield. This project would provide a new, safer median opening (Type 4 – "Michigan U-turn") and combine two existing intersections to Route 36 into a single intersection. Although several options are available for this project and all were on display at the meeting, the Michigan U-turn is a great solution for this location at a fraction of the cost of some of the other options.

It is anticipated these two safety projects will be let in conjunction with the 24 million dollar resurfacing project scheduled for 2007.

As D2 works to complete the design of these projects, we are committed to using the practical design philosophy and to listen to the comments and concerns of our transportation partners and local citizens to deliver a quality project at the lowest possible cost while honoring previous commitments.

D3

Northeast

Oversized Nails Used To Secure Slide

Slides are a common problem along Missouri highways because of our hilly terrain and various soil content. For years, MoDOT has secured these slides with different methods, and most have served us well in solving the problem. Now, the NE District has contracted with a company to shoot 20-foot long nails into the slide.

“This is a new method to repair slides that is faster and more cost effective,” said MoDOT Geologist Denny Lambert. “We treated 300 feet of slope in three days, compared to four to five weeks using traditional methods.”

A slide occurs when the land on a hillside becomes unstable and begins eroding downward. “We’re concerned about slides because they can cause the base of a highway to become unstable if left untreated,” Lambert said.

The technology used by this company is interesting. “They’re using a machine from World War II that was used to launch chemical weapons seven miles,” he said. “They’ve converted it to launch 20-foot long nails into the ground to stabilize the area.”

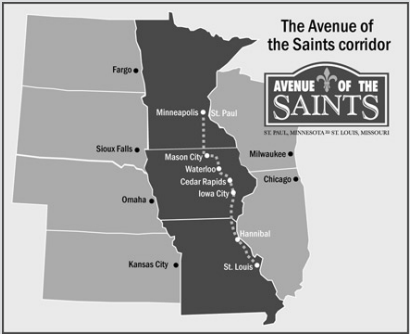
Lambert said the nails go in so fast that the soil actually swells after penetration and grips the nail.

The company has done work all over the world including New Zealand and China, as well as within the United States. The cost to repair the slide is \$124,000, which is less than a conventional repair.



The same technology used in WWII to launch chemical warfare is being used to launch 20-foot long nails into a slide to stabilize the area on Route 24 near Paris.

Two Years And Counting For The Avenue



For nearly four decades, there has been talk of an “Avenue of the Saints” to connect St. Paul, Minn., to St. Louis. With Iowa just opening their final section of four-lane highway last month, Missouri is on the move to meet a June 1, 2008 deadline to open the final section.

explained NE District Design Engineer Tom Batenhorst, who also served as project manager on both projects.

“The Lewis County project, about six miles, is well underway, with concrete being poured in many areas,” he said. “We expect that portion to be completed by Fall of 2007.”

Then, about a year later, MoDOT will complete the Clark County portion, about nine miles, to finalize the 526 miles of four-lane highway between St. Louis and St. Paul.

More information about the Avenue of the Saints can be found at www.modot.org/northeast.

“We have two separate projects, one in Lewis and one in Clark County,”



Construction crews lay concrete on the new four-lane highway known to the Midwest as the Avenue of the Saints. The project will connect St. Paul, Minn., to St. Louis with the final four-lane sections being completed in Missouri by June 2008.

Let The Chip Seal Challenge Begin!

With only a few year’s experience under their belts, MoDOT crews are “going for the gold,” and the \$5000 reward for providing the best chip and cinder seals to our customers. They have already performed several operations in the south area, but will be in full swing by mid-July.



All maintenance crews from Montgomery and Warren Counties teamed up to perform this cinder seal near Williamsburg.

Area Engineer Mark Giessinger is really pumped about the competition. “We are rising to the challenge and plan to be very competitive,” he said. “To other districts, we say, no matter which district wins, the real winners are our customers, so let the challenge begin!”



Cherie Brocaille, human resources manager, visits with Pike County middle school students during a career fair held in Louisiana. She and her staff talked with 120 kids about careers at MoDOT, as well as highway safety.

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State Highway Patrol Captain Chris Ricks launches MoDOT Traffic Operations Engineer Kevin James on the new seat belt convincer during a demonstration for the media at Troy.

D4

Kansas City Area

Young Driving Students Learn All About Roundabouts

by Steve Porter

Nearly 500 students in three Cass County high schools now know why roundabouts are becoming standard traffic features in their communities.

The roundabout presentations to driver's education classes at Pleasant Hill, Raymore-Peculiar and Belton high schools in early June marked the second year District 4 employees have explained the new intersection designs to young drivers. Transportation Project Designer Lisa Stupps, Senior Community Relations Specialist Steve Porter and intern Jason Crain spent a morning at each of the three schools.

Four new roundabouts were built last year on Route 58 in Belton. Roundabouts also are in the design of improvements to Route VV in Pleasant Hill, and are being considered on Route C in Peculiar.

During the presentations, the young drivers were quizzed regarding the

differences between roundabouts and other controlled intersections. The most attentive students received Arrive Alive bracelets, Buckle Up t-shirts or safety posters.



Transportation Project Designer Lisa Stupps explains roundabouts to Raymore-Peculiar students.

Porter also urged students to buckle up and help reduce the fatality and serious injury accident rate in Missouri, the goal of Arrive Alive.

Montgomery, Kinder Lauded for Triangle Efforts

by Steve Porter

Resident Engineer Mark Montgomery suspected something was up when he was asked to come to the second consecutive monthly meeting of the Southern Communities Coalition in mid-May.

Turns out he was right. The coalition of neighborhoods adjacent to the Triangle interchange project cited Montgomery and Jim Kinder, consulting engineer for

four contracts to build the new Route 71, Interstate 435 and Interstate 470 interchange. Kinder led the consultant's design team from the outset, delivering plans on time at each step of the way since taking on the project in 1998.

Montgomery's and Kinder's willingness to talk with stakeholders any time and answer questions or resolve issues endeared them to coalition members.



Southern Communities Coalition Co-chairman Carol McClure (left) presents Mark Montgomery (3rd from left) and Jim Kinder (2nd from left) card-holders in appreciation for their work with the community on the Triangle project.

HNTB Corp., for their ongoing efforts to untangle the Triangle interchange.

Carol McClure, co-chairman of the Coalition, presented each an engraved, gold-plated card holder with a clock. Montgomery's inscription reads: "In appreciation for your friendship and partnering with the Hickman Mills Community SCC - 2006."

Montgomery has been the resident engineer in charge of three of the first

The two gave Triangle project updates about twice each year to the coalition.

The last update, in April, kept Montgomery and Kinder answering questions until late in the evening. Montgomery thought every topic had been covered. So when McClure asked that they return for the May meeting, the resident engineer was perplexed.

"I couldn't figure out what else they wanted to know," Montgomery said. "Jim (Kinder) suspected something, too."



Transportation Planning Manager Lee Ann Kell explains options that were considered as part of the Interstate 29/Interstate 35 Environmental Impact Statement and Location Study during a May 9 public meeting in North Kansas City. More than 125 people attended two public hearings on the draft version of the EIS.

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Worker Killed in Overpass Collapse

by Joel Blobaum

A Richmond, Mo., man was killed when an overpass collapsed June 3 in the Triangle construction project. Jason Dougan, 32, worked for APAC-Kansas, Inc., the company that had been doing demolition work on the old overpass since April.

Tony Jaracuaro, another APAC worker involved in the accident, was not injured.

Officials from the company and the federal Occupational Safety and Health Administration are investigating the cause of the accident, which involved three 100-foot spans of the overpass. APAC spokeswoman Deborah Galloway said the company has hired an outside structural engineer to assist its investigation.

The men were preparing to demolish an overpass

from old Interstate 470 to southbound Route 71 when it fell. None of the new sections of the Triangle project were involved or impacted by the accident.

A controlled explosion was used to bring the rest of the structure to the ground on June 7.



A June 3 overpass collapse in the Triangle construction project killed an APAC-Kansas, Inc. bridge demolition employee.

D5

Central

Major Asphalt Work Equals Smoother Roads

by Holly Dentner

District Construction and Materials Engineer Mike Anderson has worked for MoDOT for over 16 years, and he can't remember the last time the central district had so many asphalt jobs running at the same time. Ten separate projects are underway across mid-Missouri, hitting most of the 13 counties in the district.

"If you look at the total amount of asphalt being placed this season, we've got another 450,000 tons to lay to complete our roads this summer," said Anderson. "That's a lot of asphalt!"

The work is part of the Smooth Roads Initiative, which means the new pavement will make some of our most heavily traveled roads smoother and safer

for motorists. Anderson expects the asphalt work to be completed by the fall, but cautions that the high number of projects means a high number of work zones.

"No matter where you go, you're probably going to encounter a work zone," said Anderson. "With so many crews on the roads, motorists need to pay attention, obey the speed limit and have patience on the road this summer."

The asphalt projects currently underway include work on Routes 50 and 54 in Cole County, I-70 in Cooper, Boone, and Callaway counties, Route 65 in Benton and Pettis counties and Route 28 through Gasconade, Maries, and Osage counties.



Alan Trampe

The sun might be down, but the lights go up so Route 50, west of Jefferson City in Cole County, can receive a new layer of asphalt.

Hallsville Considers New Stoplight

10



Holly Dentner

Forty-three Boone County residents attended a public meeting June 14 to discuss proposed intersection improvements at Routes 124, B, and 00 in Hallsville. MoDOT is working with the city to possibly install a signal at the intersection, currently a busy four-way stop. During the meeting, Project Manager Nicole Kolb Hood taped a segment for KOMU-TV to explain the importance of community involvement during the design phase of a new project.

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Rumbling Along in D5



Mike Anderson

A line of contractor and MoDOT vehicles follows the miller that adds rumble stripes to the road. Crews were installing the rumble stripes on eastbound I-70 in Boone County.



Holly Dentner

Residents study a map showing a proposed path the new Route 65 could take through Benton County. Almost 200 people attended the public meeting in Lincoln on May 24.

Keeping Roadsides Clean

The No More Trash! Bash might be in April, but cleaning up and preventing trash and pollution on Missouri's roads is a year-round concern. This year's activities in the central district were organized with the hope that motorists and travelers would reconsider their actions every time they think about tossing something out their windows.

District employees participated in several programs this spring targeted at children and teenagers, including a "water festival" in Jefferson City. Two hundred children attended the festival, where the city and other state agencies used interactive games to teach kids how litter affects the environment.

Adopt-A-Highway volunteers continue to help the central district keep its

roads clean and beautiful, and this year the April clean-up turned up the usual bottles, cans, and food wrappers. More unusual items included a baseball bat, vacuum cleaner, and a working cell phone that the volunteers returned to its owner. Central district employees also volunteer for the Adopt-A-Highway Program, cleaning up a section of Route 94 in Callaway County.

Each year, MoDOT spends approximately \$5 million to clear litter along highways throughout the state – mostly litter that people have thrown out their vehicle windows.



Duane Vandelicht

District maintenance saved trash collected along I-70 during April to show just how much accumulates each month — about 800 bags. Approximately 300 bags collected in Boone County are shown here.



Carol Pleus

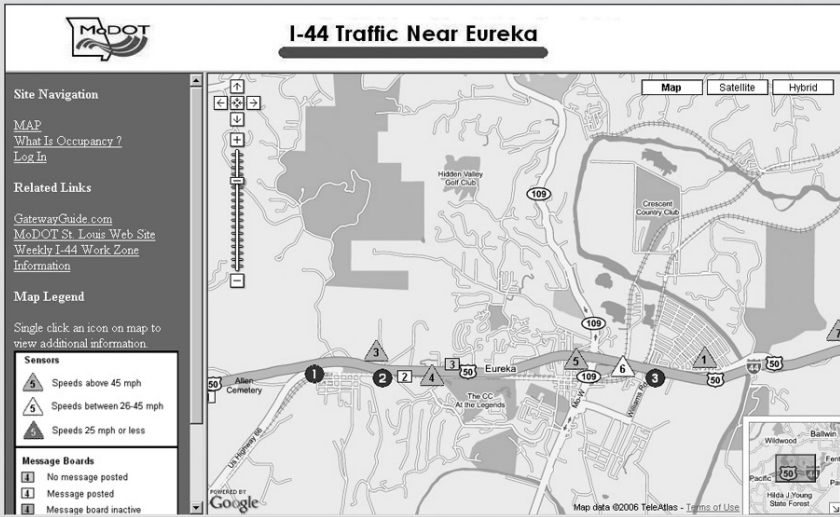
Senior Right of Way Specialist Teresa White and her son, Caleb, pick up trash along Route 94 in Callaway County.

D6

St. Louis Area

New Web Site Helps Drivers Navigate Interstate 44 Through City of Eureka

by Christopher Sutton



The web site www.i44eureka.com gives motorists real-time information on traffic conditions on Interstate 44 through the city of Eureka.

A new web site gives drivers an extra tool to help them when traveling Interstate 44 through the city of Eureka. The new web site, www.i44eureka.com, displays average speeds for each lane on eastbound and westbound I-44, travel times through the I-44 work zone, and live cameras that show traffic backups on the highway.

The web site covers I-44 from just east of the city of Pacific to just east of Antire Road. The traffic speed sensors and live cameras will help travelers know how traffic is moving on I-44 at any given time. Drivers can then make an informed decision on how much time to allow to safely reach their destination.

Providing real-time traffic information along I-44 near Eureka was a recommendation from MoDOT's I-44 Quick Action Team, which investigated ways

of improving safety along I-44 at this location. The team recommended adding dynamic message signs, cameras, traffic speed and volume sensors along I-44.

The www.i44eureka.com Web site and traffic technology along I-44 will remain in operation until fall 2006. MoDOT will add permanent Intelligent Transportation Systems (ITS) technology along the I-44 corridor by spring 2007.

The technology is part of MoDOT's Gateway Guide program, which uses high-tech tools to help relieve congestion and improve safety. For more information on MoDOT's Gateway Guide program, visit www.gatewayguide.com.

Officials Break Ground on the Next Route 21 Project



Jefferson County dignitaries and citizens gathered May 30 to celebrate the beginning of construction on the new Route 21 from Hayden Road to Route A. (L-R) Pictured are Jefferson County Second District Commissioner Pat Lamping, Jefferson County First District Commissioner Ed Kemp, U.S. Representative Russ Carnahan, State Representative Belinda Harris, Mayor of Hillsboro Frank Roland, Jr., Route 21 Task Force Chairman Wayne Wiley, MoDOT Director Pete Rahn, State Representative Tim Meadows, Staff Assistant to Gov. Blunt Katy Forand, U.S. Senator Jim Talent's District Director Kacky Garner, State Representative Jeff Roorda, Jefferson County Presiding Commissioner Mark Mertens and State Senator Bill Alter.

Compton Bridge Gets Demolished



Crews prepare the Compton Bridge over Interstate 64 for demolition. The \$11 million project to replace this bridge will be complete in December.



Crews break up the bridge deck after demolition. At 10 p.m. June 2, crews demolished the Compton Bridge after closing Interstate 64 between Grand Boulevard and Jefferson Avenue. I-64 was closed for the entire weekend, the longest it has ever been closed.

How Do St. Louis Metro Area Motorists Spell Relief?

Did you know that MoDOT provides real-time, up-to-the-minute information on traffic conditions in the St. Louis metro area? MoDOT's Gateway Guide program offers drivers better information for smarter travel.

If you're traveling into or out of the St. Louis metro area this summer, remember to check MoDOT's real-time traffic information hotline at 1-888-511-4STL (4785). The hotline

provides information on traffic conditions, traffic crashes, construction lane closures, and child abduction alert information.

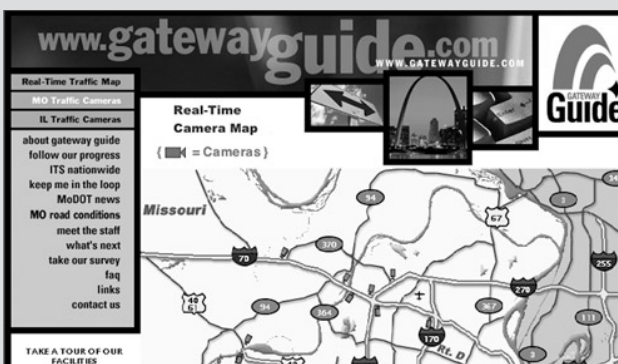
You can also find valuable information on the Web at www.gatewayguide.com, which provides timely reports on traffic, crashes and any active construction projects. The Web site is popular with drivers, tallying more than 600,000 visits in 2005.

for more info

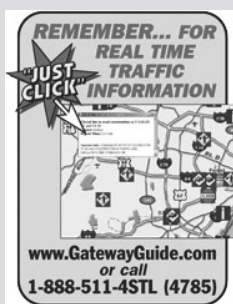
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Motorists get real-time traffic information on area roadways at gatewayguide.com. There are 20 cameras along roadways in the St. Louis area. The site had 600,000 visits in 2005.



(L) Motorists can call the hotline to get traffic information.

(R) Motorists can go online to view live cameras that show current traffic conditions on the roadway.



D7

Southwest

SIDNE Sees Some Summertime Action

by Lori Marble

Experience is the best teacher. That's the point of driver's education classes. Students freshly armed with their learner's permit, take to the open road. Drivers ed programs place students in controlled settings, helping them learn important driving skills with an instructor nearby.

In early June, Danny Bowling, Senior Crew Worker with District 7 Maintenance in Mt. Vernon, had the chance to work with his former instructor Stan Taylor at Mt. Vernon High School by helping with D7's Simulated DrivINg Experience (SIDNE) as part of the school's summer driver's ed class.

Taylor, 7th grade science instructor during the regular school year, instructs the driver's ed program each summer. More importantly, it was Taylor who 18 years ago started the SHOUT (Students Helping Others Understand Temptation) program at Mt. Vernon.

"The SIDNE go-kart provided, in a controlled setting, an educational and fun way for students and adults to better understand the effects alcohol has on the human body," said Taylor. "It is a great teaching tool and hopefully many southwest Missourians will be able to experience it."

SIDNE, a 300-pound battery powered go-kart, simulates the problems associated with driving impaired from alcohol or drugs. Also, students

can experience the difficulties of maneuvering a vehicle when driving with excessive speeds.

District 7 purchased SIDNE through the Coalition for Roadway Safety last spring. Because it was so new and employees hadn't been trained to use it, SIDNE didn't see much action until this year. SIDNE has made a dozen appearances this spring and summer at safety fairs and driver's education classes.

Back at Mt. Vernon, the students were allowed to drive the vehicle once around the lot under "normal" driving conditions. Next, a remote switch is changed to the "impaired" setting. Students drive the course again, but this time with delayed steering, braking and acceleration similar to the delayed reactions of someone driving under the influence.

After their turn at the wheel, students heard from Lieutenant Brad Delay, with the Lawrence County Sheriff's Office. Lt. Delay talked the kids through the course and where they made mistakes.

"We were a test site when MoDOT first got SIDNE," said Lori Brock, Mt. Vernon science teacher and SHOUT sponsor. "The students involved with the test were really 'solid' students, but it (SIDNE) even showed me some things like how your reaction time is crazy. This was a great way of demonstrating how bad things happen between drinking and driving."



Senior Design Technician David Backus selects how impaired SIDNE drives with a remote control, while two Mt. Vernon students try to drive it. Mt. Vernon Senior Crew Worker Danny Bowling watches the students.

Life After MoDOT...D7 Retirees' Corner A Retirement Journey Begins

by Lita Cambers

Seventeen years ago the thought of retirement never crossed my mind. I was a single mom and so very thankful to have a good job at MoDOT to support my two teenaged daughters. Now here I am facing retirement on August 1.

Recently the original CSRs received a "Pioneer Award" in Jefferson City. I keep telling people that I am older than dirt, and now I have a plaque signed by Pete Rahn to attest to that fact. Some days I feel like a pioneer.



Lita Cambers

I began working for MoDOT in March 1989 after moving to Joplin from Liberal. I had recently lost my first husband when I came to work here.

I've held only three positions during these 17-plus years at MoDOT. I was the design clerk for Don Hertzberg and around 40 other coworkers. In 1993, I became secretary to the district engineer. I served under Ken Stalcup and Richard Walter.

On May 1, 1996, I became one of the first customer service representatives for District 7. District 7 and two other districts were part of a pilot program created by headquarters in 1995. I am still a customer service representative.

During my time at MoDOT I remarried and became Lita Ford. In 1995, my husband, Steve, had a fatal heart attack at the age of 45. I became Lita Cambers in May 2000. Folks sometimes have a problem keeping track of my last name.

I am blessed with three daughters, their husbands and six grandchildren, who all live nearby. I am so very proud of my girls and their families. Through all the ups and downs, my family and my MoDOT family have always been there for me.

I don't have any big plans or trips on the agenda after I retire. With God's blessing I would like to do a better job of encouraging people through difficult chapters in life, spend time with my 86-year-old dad, create a flower garden and back yard patio, work on my genealogy (which will include another trip to Pennsylvania) and basically just relax with my husband Gary.

I have found happiness and success does not depend on feelings or circumstances, but in whom we place our trust. Through the chapters of my life God has always been my strength. Thank you MoDOT coworkers for a wonderful seventeen and a half years! I will miss you all.



Driver's education teacher Stan Taylor takes an impaired spin on SIDNE. Looking on are Lt. Brad Delay with the Lawrence County Sheriff's Department and Mt. Vernon Senior Crew Worker Danny Bowling.

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D8

Springfield Area



Top Springfield Metro Priority: I-44/Route 65 Rebuild Begins

by Bob Edwards

District 8 is poised to tackle a \$25 million project ranked by Springfield metro area leaders as the number-one transportation improvement need. Reconstruction of the Interstate 44/Route 65 interchange starts this summer.

A new directional ramp to carry northbound Route 65 traffic to westbound I-44 is the crucial feature.

Funds shifted back to MoDOT under Amendment 3, approved by voters in November 2004, will be used to build the I-44/Route 65 project starting in 2006 instead of 2008.

“We’ll have the job completed at the time we were supposed to start it,” said District Engineer Dale Ricks.

While the project won’t be a total rebuild, it will provide perhaps a 20-year fix that will ease traffic flow and improve safety at one of the busiest interchanges in the region. The 90,000 trucks and cars using the interchange daily carry more and more freight, tourists and permanent residents.

The directional ramp, also called a “fly-over,” will help reduce serious congestion and crashes that occur where the most traffic tries to turn in the same confined area on I-44 underneath the

Route 65 bridge. Those conflicting movements involve westbound 44-to-southbound 65 traffic and northbound 65-to-westbound 44 traffic.

That new ramp should be completed and ready to use by mid- to late 2007, said Project Manager Linda Bokel. The ramp bridge, spanning the entire interchange, will carry traffic 40 feet above the I-44 pavement. The new bridge will be 1,364 feet long and will become the district’s fifth longest bridge.

Then work will begin to replace the northbound Route 65 bridge over I-44 – a bridge whose deck now requires frequent maintenance.

“The bridges are going to be the controlling factors in getting this job done,” Bokel said.

For short periods, I-44 will have to be closed. Drivers can expect ramp closings at various times as well. When detours are needed, traffic will be guided to the Route 65/Kearney Street interchange to the south and the I-44/Route 744 interchange to the east.

When the new northbound Route 65 bridge is torn down and a new one built, the southbound bridge will carry just one lane of traffic in each direction.

Scheduled completion: Spring 2008.

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D8 at Work

Above: Emergency Response program Maintenance Specialist Doug Foley, left, and Maintenance Superintendent Earl Wallace program one of the 31 message boards set up for the I-44 reconstruction project east of Lebanon. Traffic was switched to head-to-head for 10 miles at 3:27 a.m. June 7.

Top left: Fordland Maintenance Supervisor Randy Owens guides broom truck operator Dana Garner, maintenance specialist, during a pavement sealing project on the Route 60 railroad bridge at Fordland.

Bottom left: Drew Maintenance Supervisor Kevin Hageman sprays plant growth regulator and weed control along I-44 near Phillipsburg. Following in a protective vehicle is Plad Senior Crew Worker Sim Smith-erman.

Republic Crew Worker Honored

by Angela Eden

Caring for a person injured in a car wreck earned an honor for Republic Senior Crew Worker Kent Crumpley.



Kent Crumpley

At nearly quitting time on April 26, Crumpley and Republic Maintenance Supervisor Tom Gerleve heard a report of the crash come across the shop’s police scanner. Crumpley headed to the scene at Route 266 and Route T to check whether any road signs had been knocked down.

When Crumpley got there, he found a man with a bleeding head injury lying on the ground outside his vehicle. He grabbed gauze out of the truck’s first

aid kit, applied pressure to the man’s wound and kept the man calm by talking to him until paramedics arrived.

Crumpley said he did nothing more than other MoDOT employees have done over the years.

“This is one of our jobs – to help other people,” Crumpley said.

Crumpley was recommended for the MoDOT Certificate of Appreciation by Gerleve and Cox Paramedics.

Other recent recipients of the certificate, both instances in 2005, were Survey Crew members Rick McCallister, Paul Taylor, Travis Thiemann and Jason Worley and Concrete Crew seasonal workers Tim Stuart and Scott Hamel.

Business and Benefits Veteran Retires

by Angela Eden

Service: 12 years
(Hired Sept. 26, 1994)

Career: Secretary, District Office front desk, 1994; senior secretary, 1995; district payroll clerk, Business and Benefits, 1996; account technician to senior account technician, 1997-2004; senior financial services technician, 2005

Memorable Work: Taking care of the business needs for employees, from processing expense reports to ordering office supplies to paying bills

Interesting Experiences: The time a man came in asking her to check his firearms when he really needed the Highway Patrol next door. A man seeking work at MoDOT ran over a light

pole in the parking lot but acted like nothing had happened.

Quote: “I’ve always enjoyed serving people, our employees.”

Post-MoDOT Plans: Spending time with husband, Hugh, and three grandchildren; fishing, gardening, traveling



Annie Cobb

“Talkin’ Transportation”
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KWTO 560 AM, Springfield

10-10:50 a.m. Wednesdays

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D9

South Central

South Central District Leads No MOre Trash! Bash 2006

Preliminary numbers are in and, as of mid June, the South Central District led the state in the No MOre Trash! Bash 2006. Across Missouri, Adopt-A-Highway participants, MoDOT maintenance personnel, incarcerated crews and other groups collected a total of 78,934 bags, up 18,640 bags from 2005. The South Central District was responsible

for more than one-fourth, or 21,665, of those bags.

According to Customer Service Representative and South Central District No MOre Trash! Coordinator Shelly Cauldwell, this was a joint effort between MoDOT and its partners. “Our Adopt-A-Highway participants were responsible for 1,394 bags in our

count,” she said. “The largest number of bags was collected by our incarcerated crews, totaling 13,972. I cannot go without mentioning the outstanding efforts of our maintenance crews, who managed to complete their routine work while adding 6,012 bags to the tally.”

The Salem Maintenance Crew picked up the most bags in the South Central District, reporting 765 bags. The crew was awarded No MOre Trash! T-shirts in recognition of their efforts. Second place honors went to the Winona Maintenance Crew with 462 bags.

All participants received lapel pins for assisting with the pick up. According to Cauldwell, the goal is to have additional prizes to award everyone who participates. “We appreciate everyone’s participation,” she said. “I hope we can continue to find new ways to show how appreciative we are of their work.”

Cauldwell said Statewide Roadside Management Supervisor Stacy Armstrong was impressed by the South Central District’s participation. “She said she hopes to see more of the same next year, statewide,” Cauldwell said.



Salem Maintenance Crew, front row: Wilber Barton, Roger Jadwin, James Bergen and William Barred. Second row: Donald Steelman, Glen Spencer, Steve Gouldsmith and William Sentman. Third row: Randall Lea, William Miller and Martin Bell.



Stoney Dailey, Randall Ipock, John Caldwell, Jim Clark, Brian Wallace, Tom Rutledge, Greg Buckner and Billy Norris of the Winona Maintenance Crew.

Chip and Seal: Answer to Minor Roads in South Central District

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As MoDOT’s focus and available resources have turned to the major roads system, a cost-effective solution to maintaining minor roads has become important. The South Central District has been performing chip and seal operations since 1999, but ramped up its program to ensure the many rural roads in the area remain in good condition.

Chip and seal operations are performed on roads that are in fair to better condition. The benefits include crack sealing, increased skid resistance and correction of minor rutting, which extends the life of the pavement in a cost effective way. For these reasons, the South Central District has chosen chip and seal as the answer to maintaining its minor roads.

According to South Central District Maintenance Engineer Henry Haggard, crews covered approximately 564

lane miles in 2005. “We will cover in the neighborhood of 300 lane miles in 2006,” Haggard said. “I would like to do more, but increased fuel and material costs have necessitated decreasing the number of miles.”

This year, South Central District crews began chipping and sealing May 17. So far, more than 82 lane miles have been covered. The chipper operates at roughly 10 miles per hour and, Haggard said, at that pace crews should complete close to 300 lane miles this season.

In addition to the rapid pace at which crews are working, Haggard has the chipping machine on a schedule to increase efficiency. The machine is rotating through the district by superintendent and the schedule remains flexible when it comes to weather or

other factors that may delay work. If a delay is experienced, the machine is rotated to another area so minimal time is lost. While chipping, crews are on the road five days per week, ten hours per day and work Saturdays to catch up if weather intervenes.

“I am so proud of our crews and how skilled they have become at chipping and sealing,” Haggard said. “Their hard work will make a huge difference in our ability to keep our minor roads in good condition.”



Crew Worker James Bradford, Houston Maintenance, monitors the flow of aggregate through the chipping machine as the oil truck sprays the travel lane ahead.

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D10

Southeast

Focus: Teen Seat Belt Usage

High School students share their views during recent focus group sessions.



Lilliard Richardson, University of Missouri - Columbia associate professor, distributes copies of billboard advertisements to Kennett High School students as part of a recent focus group to determine teen opinions and attitudes about safety belt usage.

The Southeast District's Blueprint for Safety coalition, the Southeast Coalition for Roadway Safety, is facing a huge challenge in determining how to increase seat belt usage among teens and young adults.

Focus groups were recently held in three southeast Missouri communities to find out first-hand the perceptions and opinions of young adult drivers.

"We have some of the lowest seat belt usage rates among young drivers in the entire state," said coalition member Melissa Rose, an intermediate traffic studies specialist. "Several high schools in our district are below 30 percent, making safety belt usage the biggest issue currently facing our coalition."

The Southeast Coalition is made up

of partners from the Missouri State Highway Patrol, area hospitals, local law enforcement officers, emergency responders, the Federal Highway Administration, regional planning commissions and MoDOT.

Coalitions are now in place within each MoDOT district. The local group has been active for about a year.

The Southeast Coalition has partnered with the University of Missouri - Columbia to bring the focus groups to Poplar Bluff, Kennett and Farmington. Sessions were also held in other parts of the state as part of the overall Blueprint for Safety program.

During the sessions, the facilitators cultivated an environment that was informal and non-threatening as a way

to encourage the students to share their thoughts about their driving decisions.

"The facilitators did a great job putting the groups at ease and encouraging honest opinions among the participants," said Angie Wilson, community relations manager and coalition member. "They made sure the students felt free to agree or disagree with what other participants shared, as well as encouraging them to share their safety belt experiences and attitudes."

The two-hour sessions uncovered the students' opinions towards safety measures, safety belt usage, components of educational campaigns, potential spokespeople for campaigns and campaign incentive items.

"We have been working for more than a year to gather data and make decisions on how best to communicate with the young adult drivers," Wilson said. "I'm excited that we were able to partner with the university to obtain this information directly from the students we are trying to reach."

The focus group summary report will be used to help determine statewide and local education campaign decisions for the coming fiscal year and beyond. The final report should be available later this summer.

For more information, visit the Blueprint coalition's website at www.saveMOLives.com.



Kennett High School students examine Arrive Alive bracelets during the focus group held June 12.

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Recent Retirements



Keith Cates retired May 1 after 30 years with MoDOT. He was a maintenance supervisor in Dexter.



Danny Owens retired June 1 after 41 years with MoDOT. He was a senior materials inspector in the district office.

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MSHP Inspection Event

The Missouri State Highway Patrol's Commercial Vehicle Division teamed up with MoDOT June 7-8 to conduct complimentary truck inspections at the district garage.

MSHP CVO Chief Supervisor Bill Britton said, "The event was organized to help local truckers better understand the importance of good vehicle inspections and how to perform them."

The special event was geared toward area dump truck owners, farmers and small businesses.

No tickets for equipment violations were issued, and the check also served as the annual inspection.



A MSHP employee examines a rig at the district garage during the June 7-8 inspection event.

Connections

The mission of *Connections* is to be a monthly source of Missouri Department of Transportation news and feature articles that connect employees statewide. It is distributed to MoDOT employees and retirees.

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Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.



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Equipment Optimization Team

by Reeve Booth

Heavy equipment is vital to MoDOT's daily operation, as are motor vehicles. However, the equipment used to build, repair and maintain roads does not come cheap. MoDOT's Equipment Optimization Team has been given the challenge to come up with a new approach to get the most out of each and every new and existing vehicle in MoDOT's fleet.



Field mechanic Ahimed Yimer helps repair and maintain the MoDOT fleet at the Nashua maintenance facility in District 4.

could not be recovered if MoDOT were to continue to do business as usual.

Maintaining and replacing a fleet can get very expensive. In fact, it would cost \$462 million to replace the current fleet, and the departmental budget for fleet replacement, liability, leases and repairs is only \$42 million. This means that MoDOT's current fleet would be on a 16-

year replacement cycle.

Can you imagine only replacing your car or vehicle every 16 years?

There is no question that changes must be made in order to have a more reliable fleet statewide. Using old, worn out equipment isn't a feasible option. MoDOT employees in the field need to have dependable equipment to do their jobs.

The team appraised the composition of the fleet, identifying equipment needs and replacement cycles while working on other strategies to improve the department's operations.

"The team identified under-utilized equipment, down time, methods to prevent down time and out-of-service time while assuring the right equipment is available when needed," Lannert said.

After examining all possible solutions to the current fleet management problem, the team presented four different options to the District Engineers on May 9. According to Lannert, those options included:

- eliminating underutilized equipment along with arbitrary cuts in other equipment;
- allowing the districts to manage their fleet within agreed upon budgets and trade cycles;
- reducing certain underutilized

equipment and increasing the fleet budget to meet the agreed upon trade cycles; and,

- performing a financial analysis for individual equipment classes and trades at the optimum life.

The next step is for the district engineers to discuss the different options and provide guidance to the team about which alternative, or combination of options, will work the best to ensure MoDOT's fleet is reliable and operating smoothly.

Let the "Fun Shine" at the Missouri State Fair

by Megan Mills

What do a fried Twinkie, Trace Adkins and a No MOre Trash! Survivor game have in common? They can all be found at the 2006 Missouri State Fair in Sedalia, which runs Aug. 10-20. This year's theme is "Let the Fun Shine," so when you head to the fair, be sure to stop by the Highway Gardens for some fun in the sun.

New this year at MoDOT's Highway Gardens is the Seatbelt Convincer, a traffic crash simulator designed to convince Missourians to buckle up. Participants are seat-belted into a cart that is propelled down a ramp and then brought to an abrupt stop, allowing the passengers to experience the sensation of a traffic crash.

MoDOT will kick off the festivities with a No MOre Trash! Day on Friday, Aug. 11. Winners of the Trash Can contest will be on display and special guest Twila Tanner of "Survivor: Vanuatu" will host a "No MOre Trash! Survivor" game throughout the day.

Also be sure to stop by the gardens on Saturday, Aug. 19, where MoDOT top management will be handing out free smoothies to promote the Smooth Roads Initiative and the 2006 construction season.

The Transportation Exposition Center is open daily and will feature several exhibits, including one celebrating the Interstate's 50th Anniversary, computer games, videos and demonstrations

about a wide variety of topics ranging from work zones to safety belts. While in the Exposition Center, be sure to pick up some of the giveaways including magnets, Missouri state maps, stickers and more! A different district will host each day. Volunteers from those districts will help inside the exposition center on their respective day.

Some returning favorites in the gardens include Otto the talking car from the Missouri State Highway Patrol and the MoDOT scavenger hunt, in which the winner receives a free bike!

For more information about the state fair, visit www.mostatefair.com.

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